The people did not think that the Popular Assembly was a farce or child's play, or that the Members were actors in that farce. Even since the inception of the Assembly, and more especially in the present administration, there had been a marked improvement in the relation between the public servants and the people. The public servants now entertained a feeling of awe and respect for their official superiors and they were discharging their duties conscientiously and satisfactorily. The representations of the people were all receiving careful and minute attention at the hands of the Government and redress was always readily granted to the extent possible. But, if swayed by a feeling of dissatisfaction that *all* the requests made were not *at once* complied with, any one thought or said that the Assembly was a sham, or that the Members thereof were a privileged body of petitioners, or that the policy of the Government was utterly wrong, surely that could never constitute the *general* opinion either of the Assembly or the public, and he assured the Government that it was not the case. When approaching the Government with a representation of the requirements of the people of any locality, it would certainly not be out of place to give expression to their gratitude; and the consciousness of such a feeling was the justification for the few words he had spoken.

The Member said that the road mentioned above was 8 miles in length, and within that distance, there were three rivers, *viz.*, the Kulakkada, the Pampa and the Manimala, besides two other small canals, to be crossed. The inconveniences felt by the people for want of bridges at those places were great, but the most urgent need was a small bridge over the Kulakkada river at the beginning of the Mavelikara-Pulikeezh road. He also pointed out that the people had incessantly to cross the river and pass over to the southern side owing to the existence of two English High Schools, two Vernacular Higher Grade Elementary Schools, the hospita and the public offices there. There were several markets also on the southern side of the river. He therefore requested that the Government might be pleased to sanction the early construction of a bridge over that part of the river.

Dewan's reply.—Noted.

65. The necessity for constructing a jetty at the Mavelikara Arattukadavu.

Mr. P. K. Koshi (Member, T. I. C., Mavelikara) said that the landing place known as the Mavelikara—Arattukadavu was on the side of the Mavelikara river. The flight of steps and the Mantapam at the landing had fallen down. The landing place was a magnificent one and many boats landed there. The public offices at Mavelikara were within a mile from it. He therefore requested that a jetty might be constructed at the place.

Dewan's reply.—Noted.

66. Improvement of the means of communication in the Chengannur taluk.

Mr. Koshi Thomas (Member, Chengannur taluk) said that the people of the taluk were very grateful to the Government for having given them the important public offices, schools &c. But he regretted that, in the matter of communications, the taluk had been neglected, though it occupied the first place in point of area. The Main Central Road crossed the taluk over a distance of ten miles. There was no other road worth mentioning. There were several village roads, but none of them had been made cartable. The Member said that he would confine his attention to one road in the current session, and that was the village road from the Kulanada market on the 67th mile of the M. C. Road to the 8th mile of the Adur-Omallur road. It was only 7 miles in length. There were on the line three cattle fairs, three weekly fairs, a *Proverthi* cutcherry and several temples, churches and schools. The road was therefore an important one. He requested that it might be made a cartable road. He added that, if the Government would acquire the lands and construct the culverts on the line, the people would be ready to start and do the work themselves. He then presented a petition signed by the inhabitants of the locality containing the same prayer.

Dewan's reply.—Noted.

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67. Conversion of the village road from Mavelikara to Kozhencherri into a cart-road.

Mr. Kochu Thomman Kuruvila (Member, Chengannur taluk) said that he would divide the proposed road into two portions—the one from Mavelikara to Chengannur *via* Kollakadavu and Kodukulanji, and the other from Chengannur to Kozhencherri *via* Puthencavu and Aranmula. On the first portion, only 2½ miles of road had to be laid. As he learnt that the estimate for the work had been sanctioned, he would only press for the work being started at once.

In regard to the second portion, he said that there was a village road up to Kozhencherri, over a distance of 7 miles. Kozhencherri could also be reached through the Pampa river. But the river would be extremely dangerous for navigation during the monsoon, while, in the hot months of the year, there would not be enough water in it. It was therefore necessary to improve the village road. It was really a tap-road, for, from Kozhencherri, there were roads to Rani, Koni, Pathanamthitta and other places. One mile of the road up to Puthencavu was in good condition and the remaining 6 miles had to be gravelled. He requested that that portion might also be improved along with the first line.

Dewan's reply.—Noted.

68. The need for a road from the Kozhencherri-Pathanamthitta road to Thumpamon-Ampalakadavu.

Mr. S. Padmanabha Panicker (Member, Nominated) requested that a new road should be constructed from Vayyanikulam on the Koni–Pathanamthitta road to Thumpamon–Ambalakadavu *via* Punakad, Kuzhikala and Elavanthitta. The distance would be 8 miles. The road was very necessary for about 3,500 families living within an area of 120 square miles between the Kulakkada river in the south and the Pampa in the north. There was the Sri Mularajagopalapuram Market at Elavanthitta, named after His Highness the Maha Raja and the Dewan, which was opened in 1085, and a village Anchal office and a grant-in-aid middle school at Kuzhikala. The full benefits accruing from those institutions could not be enjoyed for want of a road. The ryots of the locality would be willing to give the lands necessary for the road free of compensation. He requested therefore that the road might be sanctioned.

The Member next said that the other branch roads in the locality were very narrow and in a neglected condition. There were circular orders enjoining the people to keep them in good condition. He requested that the matter might receive attention.

He added that the road from Pandalam to Aranmula, No. 14 in the list of roads for the Quilon Division, had not been done, though road No. 15 was improved already. He requested that the road might be taken up and improved at once.

Dewan's reply.—Noted.

69. The desirability of improving the Kuttipuzha Canal.

The Very Revd. Iype Thoma Kathanar (Member, Thiruvalla taluk) stated that before proceeding to his subject, he felt it his duty to say a few words in reference to the words that fell from the lips of a Member from Agastiswaram on Saturday last. He did not understand that Member when he made the unwarranted statements, because he spoke in English; but it gave him extreme pain when he knew from his brother-Members subsequently what it was that the man said. It pained him because he knew it gave just cause for resentment and sorrow to the Government. The object of that Member, as he was able since to understand him, was nothing short of doing away with that important and useful institution, the Sri Mulam Popular Assembly. The Assembly was not an institution which the people obtained from the Government by coercion. But it was a voluntary gift of His Highness the Maha Raja to his people, and it showed the keen and earnest solicitude of His Highness to know at first hand the wants and wishes of the people and to grant them the needed relief. The proceedings in the Assembly during the ten years of its existence

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